

Dec. 2.

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CUTTER GRESHAM ON WINTER CRUISE

Began Patrol of Massachusetts Coast for Season Yesterday.

Yesterday the revenue cutter Gresham, Capt. Preston H. Uberroth, commanding, started on her annual winter cruise, which will continue until April 1, rendering assistance to shipping in distress, destroying and removing derelicts, and doing all sorts of police and life saving service at sea. The home port of the Gresham is Boston, with Gloucester as a port of call, but her cruising field extends from the Nantucket shoals lightship on the west to Portsmouth on the east, and takes in both shores of Cape Cod, and all the waters between the extreme limits of her radius of action.

The Gresham is of steel. She was built at Cleveland, Ohio, as a gunboat on the great lakes, but in 1908 she was cut in two floated through the canal and brought to the Atlantic coast to act as an auxiliary to the navy. After the war she was transferred to the revenue service and sent to this station, where she has since remained. The Gresham is of 936 tons displacement,

is 292 feet long and carries a crew of about 70 men, and is armed with four guns, two three-pounders and two six-pounders.

Shipowners ashore and the crews of vessels which ply the waters of the Atlantic coast during the stormy winter months feel an increased sense of safety and security when the Gresham and the other revenue cutters go on the winter cruise, as the cutters are equipped with wireless outfits, and are always ready, day and night, to dash to the aid of any shipping which may have been imperilled by stress of weather or by any other cause.

Capt. Preston H. Uberroth, the commander of the Gresham, has been on this station only since a year ago last spring, when he succeeded Capt. Kirtland W. Perry, but he had maintained the best traditions of the revenue cutter service and has done excellent work here. Capt. Uberroth is one of the most efficient officers in the revenue cutter service, and he has everything aboard in fine shape for beginning the heavy weather work of the winter.

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Lunenburg, N. S., Fish News.

A lobster canning factory is being established at Tancook Island. The proprietors are Arthur Stanford, of Chester, and a Mr. Smith, of Halifax. The industry will give considerable employment to the people of the island.

Sch. Revenue, Capt. Benjamin Cook, this year, as usual, had a very profitable season. Each member of the crew shared \$601.41. The vessel was engaged in fishing on the banks for five and a half months, had seven dories, 16 men and a total crew of 19 men. Very few Gloucester vessels can show as good a record as that made by the Revenue.

The cargoes of fish of three Lunenburg schooners, Nikola, James A. McLeod and Mattawa, were purchased on Monday by William Duff.

Sch. J. B. Young, Capt. Albert Himmelman, is fitting to go to Newfoundland for a load of herring.

Dec. 3.

NOT BADLY DAMAGED.

Sch. Georgie Campbell Will Make Repairs at North Sydney, C. B.

Sch. Georgie Campbell, which was recently ashore at Codroy Roads, and floated leaking, has arrived at North Sydney, C. B., in tow of tug Douglass H. Thomas. The schooner has been hauled out on the ways, and it has been found that the damages are not as extensive as were first anticipated and will be soon repaired there and the craft will proceed on her voyage.

Portland Fish Notes.

The threatened fish famine in Portland Thursday was averted by the arrival of schs. Mildred V. Numan and Flavilla, which vessels brought in 13,000 and 10,000 pounds of mixed fish respectively. The schooners have been anchored for several days at Cape Porpoise, waiting for the gale to subside and went to Portland with their fares instead of going to Boston, where they have been selling lately.

Herring at Newfoundland.

A letter to the Boston Fish Bureau from Bay of Islands, N. F., states that there is still good herring fishing there and that herring are still at Bonne Bay and that the size and quality of the fish there is better than last year. The weather still continues mild, with no sign of frost.

Nova Scotia Fishermen Fared Well.

The crews of Riverport, N. S., schs. Yukon, Capt. Arthur Ritcey, and Lucania, Capt. John Creaser, shared \$477 and \$467 respectively for the season. Sch. Oregon, Capt. Creaser, shared \$446 for the season.

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BOSTON MARKET STILL FISH SHY.

TODAY'S RECEIPTS AT T WHARF PRACTICALLY CONFINED TO POLLOCK.

One of the little smoke boats and seven of the pollockers is all there is to the fish story at T wharf today. The latter have from 3000 to 9000 pounds each and are getting \$3 per hundred weight for them, so they will come out finely on the stock and share proposition.

Sch. Little Fannie has 3200 pounds of haddock and 700 pounds each of cod, hake and pollock, and at \$5.75 for the two former and \$3.75 to \$5.60 for the hake her small crew will be more than satisfied for their single set and a Saturday marketing.

Boston Arrivals.

The fares and prices in detail are as follows:

Sch. Little Fannie, 3200 haddock, 700 cod, 700 hake, 700 pollock.
Sch. Jubilee, 9000 pollock.
Sch. Valentinna, 3000 pollock.
Sch. Winnifred, 9000 pollock.
Sch. Eglantine, 4000 pollock.
Sch. Viking, 4000 pollock.
Sch. Marguerite Haskins, 7000 pollock.
Sch. Volant, 6000 pollock.
Haddock, \$5.75 per cwt.; cod, \$5.75; hake, \$3.75 to \$5.60; pollock, \$3.

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Fishing Fleet Movements.

Sch. Fannie E. Prescott was at Liverpool, N. S., on Wednesday and cleared.

Sch. Arcadia was at Louisburg, C. B., on Wednesday and cleared for Bay of Islands, N. F.

Sch. William Matheson of Bucksport, bound for Bay of Islands, N. F., for a cargo of herring put into Yarmouth, N. S., on Wednesday with sails torn and fore gaff broken. She will repair and proceed.

HERRING FROM THE TORCHERS.

WERE THE ONLY FISH RECEIPTS AT THIS PORT UP TO NOON TODAY.

About 200 barrels or so of small sized fresh herring was everything there was in the way of fish at this port this morning and the weather was so fine that practically all of the craft of the market fleet are out on the grounds, giving the harbor a decidedly bare appearance quite in contrast to the first days of the week, when the largest kind of a fleet was harbored here, stormbound.

Today's Arrivals and Receipts.

Sch. Emily Cooney, shore.
Sch. Mary E. Cooney, shore.
Sch. Walter P. Goulart, shore.
Sch. Reliance, shore.
Sch. Matthew S. Greer, shore.
Sch. Emerald, shore.
Sch. Joseph H. Cromwell, shore.
Sch. Lafayette, shore.
Torchers, 200 bbls. fresh herring.

Vessels Sailed.

Sch. Aloha, Newfoundland, frozen herring.
Sch. Helen G. Wells, Newfoundland, frozen herring.
Sch. Stranger, haddocking.
Sch. Belbina P. Domingoes, haddocking.
Sch. Thalia, haddocking.
Sch. Francis P. Mesquita, haddocking.
Sch. Mary DeCosta, haddocking.
Sch. Rita A. Viator, haddocking.
Sch. Ida S. Brooks, haddocking.
Sch. Mary E. Cooney, haddocking.
Sch. Maud F. Silva, haddocking.
Sch. Leo, haddocking.
Sch. Motor, haddocking.
Sch. Yankee, haddocking.
Sch. Rebecca, haddocking.
Sch. Harriett, haddocking.
Sch. Edith Silveira, haddocking.
Sch. Hortense, haddocking.
Sch. Manomet haddocking.
Sch. Matthew S. Greer, haddocking.
Sch. Grace Otis, pollocking.
Sch. Paragon, halibuting.
Sch. Arthur D. Story, Georges.

Today's Fish Market.

Eastern deck handline salt cod, \$5.50 per cwt.; for large \$5 for mediums and \$5 for snappers.

Salt trawl bank cod, \$4.75 for large and \$4.37½ for medium.

Bank halibut, 11 3-4 cts. per lb. for white and 10 cts. for gray, heads on.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.00.

Salt haddock, \$2.00 per cwt.

Salt hake, \$2.00 per cwt.

Salt pollock, \$2.00 per cwt.

Dory handline cod, \$5.40 per cwt. for large; \$5.00 for mediums and \$5.00 for snappers.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium, \$1.30; snappers, 50c.

Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.20 per cwt.; round pollock, \$1.15 per cwt.

Georges handline salt cod, \$5.25 for large and \$4.75 for medium.

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SOUTH SHORE WANTS FREE FISH.

NOVA SCOTIA FISHERMEN OF THAT SECTION SEES ADVANTAGE IN IT.

In a recent issue of the Halifax Chronicle, one of its editors, T. M. Fraser, continues his articles on the matter of reciprocity with the United States, comprising views on the matter as learned by him from personal interviews with interested merchants and fishermen along the South Shore of Nova Scotia. Speaking of the feeling in the district of Port Mouton and Port Joli, he says:

"In order to ascertain the opinion of the fishermen on the question, I interviewed a number of fishermen

from the district of Port Mouton and Port Joli, making a point of seeing both union and non-union men for the purpose; but on one point at least they are agreed, they are both exceedingly desirous of the free admission of our fish into the United States. From among those interviewed I select J. S. McAdams, a non-union fisherman, and Mr. Edgar Hardy. Mr. McAdams said:

"The fishermen in our district are in favor of free fish. Our market is good but we think that would make it even better. The fishermen would have no objection to letting the Americans have the privilege of buying supplies, bait, etc., without a license, but it would not do to let them fish lobsters within the three mile limit." He thought the fishermen would not object to them having the other fisheries. The tendency of reciprocity would be to keep the men home. The fishermen would all prefer to sell their fish green. They do not want to make them if they can do otherwise."

"Edgar Hardy, member of Fishermen's Union No. 4, said that speaking as an average fisherman, he would like to see free trade. The Americans leave money in this country and should be allowed to come in freely. Lobstering is a different question. That is all done inside the three mile limit, and fishermen would not like to see that removed."

"He would not like to see Americans fish herring or mackerel inside the limit. To take herring would prevent the shore fishermen from selling bait. It would not matter much about cod."

"Lobstering is the best business they have today and the American market is the best one. He thought we would stand a poor chance if the Americans were allowed to come down here and fish inside the limit. In the Unions they are in favor of reciprocity. Gasoline engines are a matter of importance to them. The makes, used are largely American. The size used is usually four horse power, though there is a tendency now to adopt higher powered engines. The average price is \$160. The average consumption of gasoline per day amounts to about 25 cents worth. They cannot see why parts of an engine come in free and not the whole engine."

There are not more than ten or twelve in Port Mouton who go to the States to fish, and none in Port Joli. Some years ago they used nearly all to go, but the lobstering is keeping them home now. The codfishing does not cut much figure. He could remember the time when men used to be taken across in schooner loads to the Maine Coast, Gloucester, etc., and shipped from there. They got \$7 each for men. There is none of that now. It would take a good deal to tempt our men away. They would sooner remain at home."

The fishermen are only too glad to have the Americans come in to buy bait. The present license, small though it is, prevents some from coming. It is a big industry with the shore fishermen. It would be a great advantage to have cold storage for this bait."

"About 20 years ago there were about 60 bankers out of Lockeport and a fleet of ships carrying fish to the West Indies. There were eight brigantines, 11 schooners and many chartered vessels at one time. They took back salt, molasses, sugar and other West Indies produce. At that time 160,000 quintals of cod were shipped from here per annum. Then the industry fell into the hands of the Americans largely, and our men were attracted to Gloucester. There is only one banker here now but the coast is well fished with small boats. Where there was one of the latter in those days there are probably five now. There are five vessels of from eight to 40 tons that fish out of Lockeport eight months out of 12. The branch of the Nova Canneries here is the largest and best equipped in the Province. It is the only one run altogether by machinery. It has buyers all along the shore and employs 55 men on plant, steamers and buyers."

A YARMOUTH DEALERS' VIEWS.

Favors Reciprocity and Abolition of Canadian License Fee.

In the recent issue of the Clark's Harbor, N. S., Coast-Guard, W. A. Kilham, the well known wholesale fish dealer of Yarmouth, N. S., gives the following statement on the matter of reciprocity with the United States: "In regard to reciprocity I would say, that I for one would certainly like to see the duty of fish removed and also the license fee that the Americans are now taxed for, because if this fee is abandoned, why we

would have more vessels coming to our ports taking provisions, ice, bait, etc., and this would consequently benefit our net fishermen and our merchants. And on the other hand if the duty were removed, we would be able to keep more of our men home, and our people would build vessels for them. I would like to see the United States get all the concessions that are asked for in the fisheries, and we in Nova Scotia would be the winners. And in regard to lobsters the Americans will never come over to fish within the three mile limit."

"As you know under the Old Treaty it was a common occurrence to see from ten to 20 American fishing vessels in some of our ports at one time after bait, ice and outfits, the same leaving from \$50 to \$200 each call in good money, this alone would be of great benefit for all."

"Free fish would mean that our fishermen would stay here and man our vessels, which would be built and there would be some inducement for our people to build them, and there would be shipyards right and left and all hands busy."

"I can give you an instance today what free fish would mean. Within the last fortnight or so there has been between two or three thousand barrels of fresh herring caught at the mouth of the Tusket river and there have been American buyers here after them for smoking purposes, even from New York, and as we know there is \$1 per barrel duty on them, there would be from \$2000 to \$3000 extra for the fishermen at Tusket in this case."

Dec. 5.

MANY ARRIVALS AT T WHARF.

DEALERS HAVE PLENTY OF FISH TO SUPPLY DEMAND THIS MORNING.

The longest list of arrivals of the season at market opening greeted the T wharf fish dealers and made them correspondingly happy this morning. All the fish were bran new and there was a fair amount to work on, although being Monday, they could easily have handled as much again as was in.

The arrivals included 48 of the market fleet, most of which had only one set, although a few had got in two; and the steam trawler Spray, the latter with the first good fare which any of the otter trawl fleet has had for a long time. The Spray hauled for 55,000 pounds, 54,000 pounds of which are haddock, so that on present prices, her stock will go over \$2000 for the catch. The market boats had from 2000 to 23,000 pounds, the latter fine catch going to the credit of sch. Metamora. Schs. Buema, Olive F. Hutchins, Mary E. Cooney, Elizabeth W. Nunan, Thomas J. Carroll, Flora J. Sears, Mary E. Greer, Belbina P. Domingoes, Ida S. Brooks, Mary Edith, Warren M. Goodspeed and Catherine D. Enos are among the crafts with fine fares which will net good money.

Haddock are selling at \$3.50, large cod at \$5 to \$5.50, hake from \$2 to \$4.50 and pollock from \$2.50 to \$3.

For the week ending Thursday night there were 44 arrivals at T wharf with 870,500 pounds of fresh fish against 51 arrivals with 712,000 pounds for the corresponding week last year.

Boston Arrivals.

The fares and prices in detail are:
Sch. James and Esther, 8000 pollock.
Steamer Spray, 54,000 haddock, 800 cod, 300 hake.
Sch. Buema, 4000 haddock, 3000 cod, 5000 hake.
Sch. Metamora, 11,000 haddock, 2500 cod, 6000 hake, 3000 cusk.
Sch. Manomet, 4500 haddock, 800 cod, 1500 hake.
Sch. Mattakesett, 2500 haddock, 700 cod, 3000 hake.
Sch. Matiana, 4000 haddock, 400 cod, 3000 hake.
Sch. Olive F. Hutchins, 4000 haddock, 2500 cod, 2000 hake, 3000 cusk.
Sch. Elizabeth W. Nunan, 4000 haddock, 4000 cod, 1000 hake, 9000 cusk.
Sch. Emily Cooney, 6000 haddock, 1100 cod, 3000 hake.
Sch. Leo, 2500 haddock, 600 cod, 3000 hake.
Sch. Richard J. Nunan, 100 haddock, 300 cod, 5000 hake, 4000 cusk.
Sch. Evelyn L. Thompson, 800 haddock, 900 cod, 8000 hake.
Sch. Thomas J. Carroll, 4000 haddock, 1000 cod, 5000 hake, 1000 pollock.

Sch. Motor, 2500 haddock, 1000 cod, 1500 hake.
Sch. Yankee, 2500 haddock, 1200 cod, 1500 pollock.
Sch. Maud F. Silva, 3000 haddock, 500 cod, 2000 hake.
Sch. Flora J. Sears, 8000 haddock, 1200 cod, 6000 hake.
Sch. Rose Standish, 3000 haddock, 2000 cod, 4000 pollock.
Sch. Volant, 7000 pollock.
Sch. Thomas Brundage, 7000 pollock.
Sch. Wm. H. Rider, 11,000 pollock.
Sch. Marguerite Haskins, 18,000 pollock.
Sch. Good Luck, 7000 pollock.
Sch. Mary B. Greer, 3000 haddock, 4500 cod, 5500 hake.
Sch. M. Madeleine, 500 haddock, 3300 cod, 1000 hake.
Sch. Belbina P. Domingoes, 6500 haddock, 1500 cod, 3000 hake, 4000 cusk.
Sch. Rebecca, 4000 haddock, 1500 cod, 1500 hake.
Sch. Ida S. Brooks, 6000 haddock, 3000 cod, 2000 pollock.
Sch. Athena, 1800 haddock, 2000 cod, 4000 hake.
Sch. Mary Edith, 500 haddock, 1400 cod, 10,000 hake.
Sch. Emerald, 7500 pollock.
Sch. Hope, 10,000 pollock.
Sch. Massasoit, 4000 pollock.
Sch. Appomattox, 3000 pollock.
Sch. Hortense, 4000 haddock, 1000 cod, 3000 hake.
Sch. Catherine D. Enos, 11,000 cod.
Sch. Rita A. Viator, 3000 haddock, 1000 cod, 300 hake.
Sch. Warren M. Goodspeed, 8000 haddock, 1000 cod, 3000 hake.
Sch. Emily Sears, 3000 haddock, 1500 cod, 4000 pollock.
Sch. Dixie, 1500 haddock, 800 cod, 500 hake.
Sch. Sarah, 2000 cod.
Sch. Gladys and Nellie, 4000 haddock, 2100 cod, 2000 pollock.
Sch. Edith Silveira, 6000 haddock, 1000 cod, 3000 hake.
Sch. Stranger, 4000 haddock, 800 cod, 1000 cusk, 1500 pollock.
Sch. Alcina, 2000 haddock, 1400 cod, 1500 hake, 2000 pollock.
Sch. Harriet, 4500 haddock, 1000 cod, 3500 hake.
Sch. Marguerite S. McKenzie, 1700 cod.
Sch. Mary E. Cooney, 12,000 haddock, 2000 cod, 1000 hake.
Haddock, \$4.50 per cwt.; large cod, \$5 to \$5.50; market cod, \$4 to \$5; hake, \$2 to \$4.50; pollock, \$2.50 to \$3; cusk, \$1.75 to \$2.

Dec. 5.

HERRING TRIP, MARKET BOATS.

ONLY FISHING ARRIVALS WHICH HAVE REACHED THIS PORT SINCE SATURDAY.

Vessels from sea, with fish fares, are coming in very slowly. On Saturday there was nothing doing in this line, and up to this morning, since last report, but one craft is in from the eastward, sch. Miranda coming along from Bonne Bay, N. F., with a full cargo of salt herring.

Several of the market boats are in here this forenoon with from 2000 to 8000 pounds each of fresh fish and may take out at the Fort.

The torchers are not doing much. Yesterday they had about 75 barrels of small herring and this morning about the same.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Miranda, Bonne Bay, N. F., 1175 bbls. salt herring, 100 bbls. pickled herring.
Sch. Mary DeCosta, shore, 8000 lbs. fresh fish.
Sch. Frances P. Mesquita, shore, 2000 lbs. fresh fish.
Sch. Rhodora, shore.
Sch. Clara G. Silva, shore, 5000 lbs. fresh fish.
Torchers, Sunday and this morning, 125 bbls. fresh herring.

Vessels Sailed.

Sch. Smuggler, Newfoundland herring trip.
Sch. Ellen C. Burke, Newfoundland herring trip.
Sch. Monitor, halibuting.
Sch. Harmony, haddocking.
Sch. Richard, haddocking.
Sch. S. P. Willard, Newfoundland herring trip.
Sch. Valentina, pollocking.
Sch. Mettacommet, pollocking.
Sch. Marguerite Haskins, Boston.
Sch. Esther Gray, pollocking.
Sch. Annie and Jennie, haddocking.